

MILFORD PORT HEALTH AUTHORITY.

Annual Report

for the Year 1949,

of the

Medical Officer of Health.

MILFORD PORT HEALTH AUTHORITY.



Annual Report

for the Year 1949,

of the

Medical Officer of Health.

Milford Port Health Authority.

Chairman: R. John, Esq. J.P.

Vice-Chairman: R. G. Noott, Esq., J.P.

MEMBERS OF AUTHORITY (16) APPOINTED BY:

Pembroke Town Council...

J. S. James, Esq., J.P., G. H. Jenkins, Esq.,
W. W. George, Esq., J.P., D. W. Rees, Esq., M.B.E.

Milford Haven Urban District Council—

R. John, Esq., J.P., V. T. Cleaver, Esq.

Haverfordwest Town Council...

R. G. Noott, Esq., J.P., H. Dickenson, Esq.

Neyland Urban District Council...

W. R. Davies, Esq.

Haverfordwest Rural District Council...

J. John, Esq., J.P., W. C. James, Esq., F. L. Ward, Esq.

Pembroke Rural District Council...

H. D. Howells, Esq., W. J. Jenkins, Esq., J. James Esq.

Narberth Rural District Council...

W. C. John, Esq.

Medical Officer of Health—

H. O. Williams, M.B., B.S. (Lond.), D.P.H.,
“Milford House,” Milford Haven.

Deputy Medical Officer of Health—

D. A. Rice, M.B. B.CH.,
Charles Street, Milford Haven.

Sanitary Inspector—

G. S. Logan, M.R.San.I., M.S.I.A.,
“Belvedere,” Pill Lane, Milford Haven.

Clerk—

Frederick C. Banner,
“Penbryn,” Steynton Road, Milford Haven.

Report of the Medical Officer of Health for 1949.

Mr. Chairman and Gentlemen,

I have the honour to present my report for the year 1949.

The "Constitution of the Authority"; Limit of Jurisdiction and Quarantine Stations are as described in previous reports.

I. Amount of Shipping Entering the Port during the year 1949.

TABLE A.

Foreign.	Number.	Tonnage.	Inspected by M.O.H.	Inspected by S.I.	No. Defects.	No. Remd.
Steamers	9	2083		9	1	1
Motor & Sail	7	192		7	-	-
Fishing	57	1656		57	5	5
Total	73	3931		73	6	6
Coastwise						
Steamers	42	19404		28	5	5
Motor & Sail	72	13586		32	-	-
Fishing	2082	168884	36	749	24	24
Total	2196	201874	36	809	29	29

II. Character and Trade of Port.

(a) Passenger Traffic :— nil.

(b) Cargo Traffic :—

Fish, Potatoes, Artificial Fertilizers, Cement, Oil Fuel, General Merchandise, Cattle Feeding Stuffs.

Foreign Ports from which vessels arrive :—

Ostend, Lorient, Pasages, Malta, Concarneau, Camaret, Santander, Aden, Sandersford, Le Moigne, Le Havre, La Coruna, Ferol, Etel, Algiers, Fecamp.

III. Port Facilities.

Although your Authority has an extensive area under its Sanitary control the chief work of your Sanitary Officials is confined to the Fishing Industry at Milford Haven, and here, year after year, the Dock Company is gradually carrying out important improvements. The pathway to the Curing houses has been concreted, and a portion of the Fish loading platform has also been concreted.

A large modern quick-freezing plant has been installed capable of holding 500 tons of fish, and there are also two small quick-freezing plants on the dock.

IV. Source of Water Supply.

A plentiful supply of clean sea water is provided in the market for cleaning fish rooms, decks, fish boxes, etc., and an adequate supply of fresh water is available from the Joint Water Board. The tugs of the Dock Co. are fitted with water tanks.

V. Table C & D

No cases of Infectious Disease were landed during the year, and no cases were disposed of prior to arrival in the Port.

VI. Measures against Rodents.

All vessels are examined for rats when unloading. If traces of rats are seen the Owner or Captain is informed and asked to employ a professional rat catcher: This is done and traps are set, and some vessels are fumigated. If fumigation with hydrogen cyanide is asked for, a firm which specializes in this work is called in to do it.

This is not a Deratisation Port, therefore "P 11" forms are not issued.

VII. Hygiene of Crew's Spaces.

TABLE I.
CLASSIFICATION OF NUISANCES.

Nationality of Vessel	Number Inspected during Year	Defects of original construction	Structural defects through wear & tear	Dirt, Vermin and other conditions
British	814	15	12
Other Nations	68	1	5

Pollution by Oil Fuel.

Further pollution of the waters of the haven took place at Pembroke Dock and Milford Haven. This was reported to all the interested Authorities and we understand that now a definite ruling has been reached by the Admiralty, Ministry of Supply, The British Iron and Steel Corporation (Salvage) Ltd., and the Ministry of Agriculture and Fisheries, that a new Fleet Order shall be issued immediately (dated 13th Sept., 1949) so as to make it quite clear that the department or firm taking over any vessel for breaking up, is made aware that the vessel has been cleared of oil prior to handing over, or that the vessel contains certain quantities of oil which requires to be moved after the vessel has been accepted for breaking up. Therefore the responsibility for any oil pollution arising will be with the firm or department accepting the vessel.

VIII. Food Inspection.

Monthly Tonnage of Fish landed
and inspected during the year.

Month	Tonnage
January	1569
February	2226
March	3296
April	2502
May	2971
June	3045
July	2753
August	3236
September	2953
October	2503
November	2127
December	1825

Total	28,577 31,006.
-------	------------------------------

Fish Offal and Condemned Fish

Month	Tons	Cwts.
January	199	10
February	207	17
March	329	13
April	221	12
May	297	19
June	459	1
July	486	16
August	469	16
September	422	5
October	269	15
November	247	3
December	338	0
Total	3949	7

Unsold Fish

Tons	Cwts.
—	6
8	12
49	16
37	11
53	1
204	10
245	13
206	8
184	10
99	12
93	16
126	12
1510	7

Unsold Fish, Condemned Fish and Fish Offal is sent to the Fish Meal Factory to be converted into Fish Meal and Fertilizers.

It will be seen from the accompanying tables that the quantity of fish landed is considerably less than in the previous year.

Year	Tonnage landed	Value
1948	33,590 tons	£2,196,487
1949	29,577 „	£1,767,708

UNSOLD FISH amounted to 1510 tons compared with 815 tons in 1948.

These figures tend to confirm the general opinion that a period of adversity has come upon the industry, and that Fish can no longer compete with other heavily subsidised food products. One would have expected with the great shortage of meat that British Fish would be in great demand. But there has been no encouragement from the Ministry; rather do they push the sale of Snoek from South Africa, Rabbits from Australia, and foreign fish from Norway and Denmark. Recently one could see wagon loads of sound Milford Fish on one side of the platform on its way to the Fish Meal Factory, and on the other side foreign frozen Fish sent to the port for Milford Merchants to dispose of to their customers far afield.

For more than half a century Milford has been famous for its fish. But it is admitted by all that the present day fish is generally inferior to pre-war catches. This is due to the search for quantity rather than quality and is a relic of the war days.

As a rule the Fish as landed at Milford is of a firm, glistening appearance, and it is a wonder that the Skipper and Mate do not put in an appearance during landing so as to see the result of their labour and to receive the congratulations (or otherwise) of the trawler owner.

How to restore the reputation of Milford Fish is the problem to-day.

1. BRITISH RAILWAYS should provide insulated refrigerated vans for long distance journeys.
2. (a) The TRAWLER OWNERS should curtail the duration of the voyage to, not more than 12 days, especially during the summer months.
(b) The Fish-Rooms, generally lined with timber, require frequent overhauling and varnishing with Shellac. More supervision is required over the cleansing of the fish-rooms and shelves, and on leaving for the fishing grounds they should be as clean and sweet as a modern dairy.
(c) Fish should not be stowed in bulk; sufficient shelves should be provided, and coarse fish should not be mixed with prime fish.
3. The FISH MERCHANTS have a great part to play in preventing the deterioration of their fish. The latest types of fish-box now in use in Hull and Grimsby are a great advance on those used locally, and as this is about the only capital sunk in the business it is hoped that the latest type of box will be used locally although the initial cost is high.

The handling of Fish in the process of packing is very primitive. Fish is seldom "placed" in a box; it is "thrown" with considerable force, and no amount of talking will alter the practice. The only hope is for the Association Officers to give a few lessons to the new recruits to this important work. There is still a future for Milford Fish provided the Industry will adopt modern methods; and it is to be hoped they will adopt these methods voluntarily; otherwise, before long, they will be forced upon them by regulation.

I wish to thank Mr. Logan, the Sanitary Inspector, for his co-operation.

I have the honour to be,

Your obedient servant,

H. O. WILLIAMS.

D. T. Pearce Ltd.,
Printers,
Milford Haven.

